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## VOTING AT THE FRONT: CANADIANS TAKING THE OATH AND FILLING UP BALLOT-PAPERS FOR THE ALBERTA ELECTIONS.

As the electors from the Canadian province of Alberta who had joined the forces were unable to vote at the ordinary elections for the Alberta Legislative Assembly held recently, arrangements were made for voting to take place wherever there were Canadian soldiers and nurses, both at the front in France and Belgium, and also in Great Britain and Ireland. Alberta electors in the Canadian Army are regarded as a separate electorate for the time being under the Alberta Military Representation Act. Each elector had

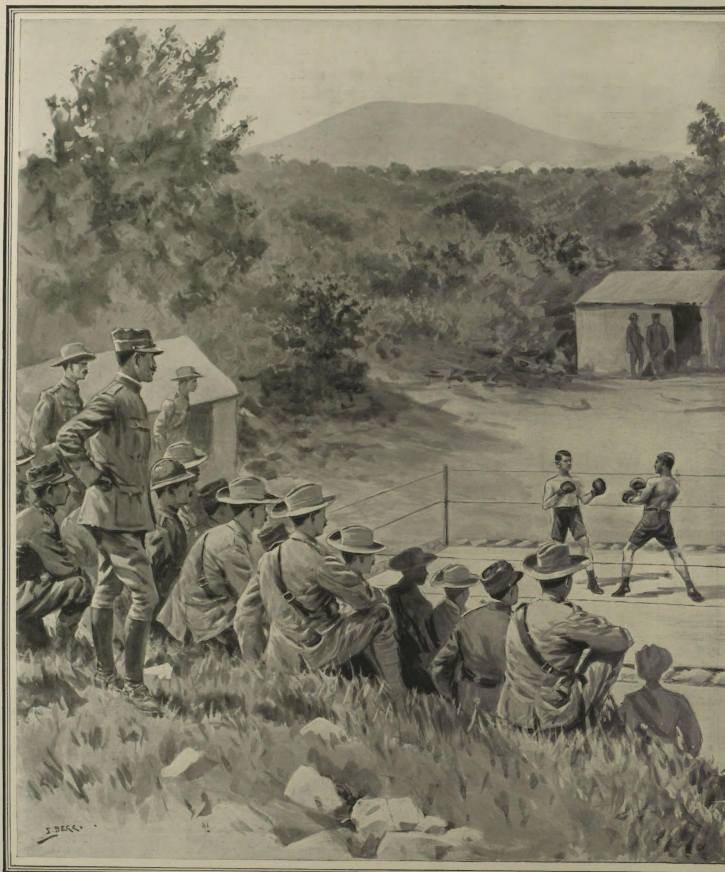
two votes, and could select two out of the twenty-one candidates, all of whom were officers—20 men and 1 woman. The latter was Miss Roberta C. MacAdams, a Lieutenant in the Canadian Nursing Service. On the right in the drawing is a Canadian soldier, Bible in hand, taking the oath before handing in his ballot-paper. Beyond him are others filling in their papers. On the left of the table are two officers conducting the ballot, which took place close to the shelling area on the Canadian front.

DRAWN BY S. BEGG FROM AN OFFICIAL PHOTOGRAPH BY CANADIAN WAR RECORDS.



## BRITISH SPORT ON THE ITALIAN FRONT BEFORE THE NEW OFFENSIVE: "THE RING" ON THE CARSO.

DRAWN BY S. BEGG FROM A SKETCH BY JULIUS M. PRICE, OFFICIAL ARTIST WITH THE ITALIAN ARMY.



WHERE BRITISH GUNS ARE CO-OPERATING WITH THE ITALIAN ARMY: BRITISH AND ITALIAN

The Austro-Italian struggle has lately come into prominence again by reason of the new offensive opened by our Allies on the 18th, on a 35-mile front in the region of Monte Nero and the Upper Isonzo. The above illustration shows a scene near the British R.G.A. camp on the Italian side of the Carso front, further south. Mr. Julius Price writes regarding his sketch from which the drawing was made: "I visited the other day a part of the front where last year one went under cover of night and at risk of machine-gun fire and incessant crossade. Now, however, one goes in broad daylight in a motor-car along a road, whence one sees the new front in the distance plumed with far-reaching shells. In a prominent hill-shaped depression Italian strongholds, rocks and bushes, men and officers of the British Artillery who are fighting with the Italians were gathered for the final bout of a boxing tournament, which had been quite an event during the lull in the operations on this front. A large crowd of Italian soldiers were also present enjoying the sport, while



OFFICERS AND MEN WATCHING THE FINALS OF A BOXING TOURNAMENT ON THE CARSO FRONT.

doit in the evening air an Austrian aviator hovered, as though he, too, were trying to get a view! It is difficult to overestimate the value of the relationship which our men have established with the soldiers of the Italian Army. With that adaptability and good-fellowship that are so characteristic of the British soldier, they have made leaps of friendship amongst the soldiers of every class in Italy." On the right in the foreground is a group of British and Italian officers sitting together to watch the boxing match. The "ring" has been made, it will be noted, with a sandbag bank. In the left foreground are British and Italian soldiers seated together on the hillside, while another party is seen on the right sitting on the sandbagged roof of a hut. The roof of the nearer shed is covered with loose branches, by way of camouflage. Another example of that art is noticeable in the background, in the shape of a "screened" road, along which is passing a line of motor-borne—(Drawing Copyrighted in the United States and Canada.)





By G. K. CHESTERTON.

THE arguments of the small but increasingly active Pacifist party, at the present moment, all really resolve themselves into one—that the world is weary of the war. And, like most of their arguments, it is really an argument against themselves. For, whatever spirit ought to settle the war of the world, plainly such a problem ought not to be settled by the spirit of weariness. Weariness is not a principle of action at all. It is merely the inaction of one who fails to act as he would otherwise like to act. If a man is carving a colossal statue of some saint or prophet, he would, of course, expect a Moslem to disapprove of its being carved at all—for the Moslem disapproves of all statues, as the Pacifist disapproves of all soldiers. But even a Moslem might well admit something lamentably illogical in a man who thought it a sacred and splendid task to carve the saint finally failing to do so, merely because of the colossal size of the statue. A man who had walked forty miles, in an agony of endurance, to bring wine to a sick person would probably know that a teetotaler would have ordered some other medicine—for a teetotaler forbids all wine, as the Pacifist forbids all war. But even a teetotaler, if he had any care for the honour of human nature, would hardly expect a man who firmly believed that the wine was life to throw it away merely because the walk was long. Indeed, the case is much stronger than this—for the sculptor would probably believe in sculpture and the wine-bearer would probably believe in wine, for reasons rooted in their past existence and experience; while the war has produced some problems which many people are forced to consider for the first time. They are, in a sense, fresh questions—and certainly questions which we should try to look at in a fresh way. It is hard to have patience with the fool who actually tells us to try to look at them in a fatigued way.

Other elements are, of course, invoked; but they are all illogical, for they are all inconsistent with this recurrent assertion of war weariness. Thus the Pacifist sometimes poses as St. Francis of Assisi, with a heart flaming with Christian charity; but the whole point of St. Francis is that he was not weary, and could not be made weary even by extremes of discipline and pain. Sometimes the peace-maker appears rather as a sort of Walt Whitman, opening his arms to a more pagan comradeship with all men. But Walt Whitman, whatever his faults, was not tired; and he positively and passionately repeated that no agony and ugliness of this earth had succeeded in making him tired. Above all, he devoted about a third of his poetry to proclaiming that he was not war weary—that he absolutely refused to be weary of a just and necessary war. Such Whitmanites have evidently bawled "Leaves of Grass" of the fine section called "Drum-Taps." The matter is but a parenthesis; but it is a rather important one, for it cuts away the moral ground of half the appeals for an early peace. We shall, at the start, refuse to accept a war-weary charity as being charity at all, for it is a charity that does not suffer long and does not endure all things.

The new promptings towards a compromise peace are things to be considered with all our wits about us, and therefore with as little war-weariness as may be. We cannot help accepting such fatigue as an accident; we must not on any account accept it as an argument, simply because it is not an argument. Let the international idealists themselves plan any perfect scheme of social reconstruction they choose; and that scheme also easily might, and probably would, be endangered in process of realisation by exactly the same negative tendencies of tedium and nervous reaction. If we wish to see things as they are, we must try to consider the war now ending as if it had just begun. What we knew, when it had just begun, now needs only a word. Anybody who doubts that the Central Powers cynically and wantonly provoked war must believe two other things instead. First, that the Emperor of

or slavery—in short, no more European civilisation, which they will have done everything to deny and we shall have done nothing to reaffirm. History will simply say that the barbarians conquered, if history says anything at all. But the subsequent history would not be worth writing; and very probably would not be written.

Those who do not see this as still the head and front of the matter are like men who cannot see the shape of a live animal because it has a long tail. The tail of the war drags along slowly, but it would not drag at all if it were not originally attached to this hoary old atheistic ape. These being the original facts, what are the recent facts? They are far less important, but all their importance points precisely the same way. A compromise peace is not only impossible, but grows daily more impossible. It is precisely the freshest facts, the phrases of the new Chancellor, the acts of the new marine war, the insolent defiances about Alsace, the veto on the Socialist agenda at Stockholm, which prove that Prussia is growing more Prussian than ever. So far from using the Russian Revolution as a model, she is going to use it as a scarecrow—as an example of the anarchy of the "illiterate" Slav. So far from the doubtful situation having softened her, it has clearly stiffened her. The Germany that escapes will be more uproariously arrogant than if she had won the Battle of the Marne. Needless to say, the talk about evacuating Belgium and Serbia does not even touch this truth. As a fact, it has not even been promised—and, if it were promised, might not be done; but if it were done, it would make no difference. If an army were defeated because it marched out of territory at the end of a war, both sides would be defeated at the end of every war. Not only would it not mean Prussia defeated; it would be an exact replica of Prussia victorious. There was "evacuation" after 1870; the Kaiser did not make Versailles his palace instead of Potsdam. If Alsace does not revert of right to France, the new evacuation will mean exactly the same thing as the old one.

This new fact of the final hardening of Prussia is having visible effects everywhere else if not here. It has clearly acted as a tonic to revolutionary Russia. It brings us language like that of a republican crusade from republican America. If we weaken while all our Allies are strengthening, we shall be exhibited everywhere as the dupes of Prussianism for the second time, and without the first excuse. We shall not have fallen through any of the old myths about the magnanimity of the Teuton, for all those myths are exploded anyhow. Nor shall we have fallen through any wild vision of Russian philanthropy, for such visions were never native to us. We shall have fallen by sheer brainless fatigue. It will be something, perhaps, as pardonable—certainly as pitiful—as a sentry sleeping at his post or a martyr surrendering to stripes. It will be the humiliation of man.



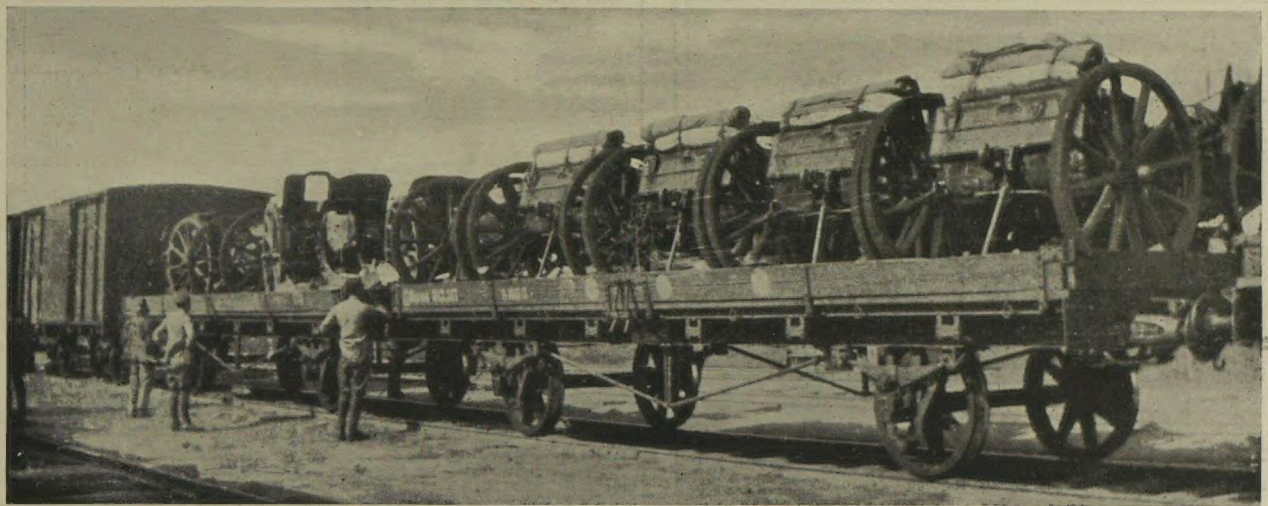
UNITED STATES TROOPS IN LONDON: A HALT ON THE OCCASION OF THEIR MARCH ON AUGUST 15. We publish this photograph as a record of the memorable march of United States troops through London on August 15, when they received an enthusiastic welcome. It shows well the stalwart physique of the men—volunteers all, who had joined up only six weeks before—and also details of their uniform and equipment. During the day they marched past the King at Buckingham Palace.—[Photograph by L.N.A.]

Austria (or whoever acted for him) interrupted universal peace by sending an admittedly monstrous ultimatum to Serbia, seriously believing that Russia could not possibly even have anything to say, far less to do, in such a wreck of all her historic plans. Second, that the Emperor of Austria did this without asking whether the German Emperor agreed with him. Anybody who can believe either of these things could believe that the Emperor of Austria stood on his head to be crowned, or that he dressed up as a charwoman and cleaned out the palace every morning. Very well; the Central Powers forced war on the world, and the first thing they did was a violation of neutrality—that is, an annihilation of international law. The German Emperor told Mr. Gerard that there was no more international law. And unless that act of war (which history will simply see as the war itself) is visited at least with definite defeat, to say nothing of definite punishment, there most certainly will be no more international law. There will also be no more respect for women in war, no more respect for prisoners of war, no more scruples about torture

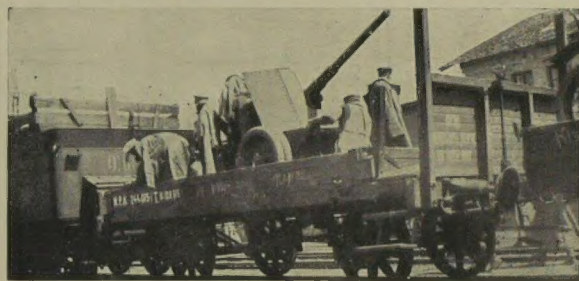


# BRITISH ARMOURED CARS IN GALICIA: ON THE WAY TO THE FRONT.

PHOTOGRAPHS BY C.N.



ON THEIR WAY TO THE GALICIAN FRONT: LIMBERS OF THE BRITISH NAVAL ARMOURED-CARS DIVISION PACKED ON RAILWAY TRUCKS.



A GUN THAT DID GOOD SERVICE FOR THE RUSSIANS: PART OF THE BRITISH FORCE IN GALICIA.



A HALT ON THE WAY TO THE FRONT IN GALICIA: BRITISH ARMOURED CARS.



MOVING UP TO THE GALICIAN FRONT BY RAIL: BRITISH ARMOURED CARS AND SOME OF THE MEN WHO SERVED THEM.

The British Naval Armoured Cars Division under Commander Locker-Lampson did splendid work in covering the recent Russian retreat in Galicia, and were thanked by General Korniloff. "For days on end," writes a "Morning Post" Petrograd correspondent, "they fought behind everything else. . . . The Russian horsemen and British armoured cars utilised the advantages of the *terrain* to hold up the pursuit and severely punish the enemy infantry. This lasted for over a week, and enraged the Germans so much

that they threatened to shoot every Englishman who fell into their hands, and offered substantial rewards for any prisoners. Happily, though the Division lost some dozen cars and had about a score of casualties, not a single prisoner was taken. . . . After a week of punishment the Germans evolved a new formation for pursuit, solely in honour of the British cars. Instead of the infantry coming along secure, with rifles slung, they sent ahead along the roads a few cavalry, who screened light guns."



# CAPTORS AND CAPTURED AT HILL 70: CANADIANS AND THEIR PRISONERS.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



THE EVENING BEFORE THE ATTACK ON HILL 70: CANADIANS SERVED WITH HOT TEA AT A SOUP-AND-TEA KITCHEN NEAR THE FRONT LINE.



VERY PLEASED TO HAVE BEEN CAPTURED: GERMAN OFFICERS AT THE HEAD OF A BATCH OF PRISONERS ON THEIR WAY TO THE "CAGES."



ONE OF MANY YOUNG GERMANS TAKEN AT HILL 70: A SEVENTEEN-YEAR-OLD PRISONER.



GLAD TO GET AWAY FROM OUR SHELL-FIRE: GERMAN PRISONERS ACTING AS STRETCHER-BEARERS.



CAPTURED AT HILL 70: A YOUNG GERMAN BEING EXAMINED BY A CANADIAN OFFICER.



"THE GAIETY AND CONFIDENCE OF THE WOUNDED AS THEY CAME BACK": "WALKING CASES" RETURNING FROM THE ATTACK ON HILL 70.



AN AIRMAN V.C.: CAPTAIN W. A. BISHOP, D.S.O., M.C., A CANADIAN ATTACHED TO THE R.F.C., WITH A RECORD OF 37 GERMAN PLANES BROUGHT DOWN.

The above photographs were taken during the British advance near Lens on August 15. Writing on that day from the War Correspondents' Headquarters, Mr. H. Perry Robinson said: "The Canadians, attacking early this morning with great impetuosity, have pushed forward eastward on the north-west side of the city, and have penetrated to an extreme depth of about three-quarters of a mile. They have captured the whole of Hill 70. Below the hill the whole of two industrial suburbs, the Cité St. Emile and the Cité

St. Laurent, are in our hands, and south of here we are fighting in what is practically part of the city of Lens itself. . . . The capture of the famous Hill 70 itself was easy, the garrison being faint-hearted and largely composed of very young troops. The whole area, however, was a network of trenches and fortifications. . . . The spirit of determination of the Canadians was, however, admirable, and nothing could have exceeded the gaiety and confidence of the wounded as they came back."



## THE RE-OPENING BATTLE OF FLANDERS: A HOWITZER AND BOMBERS.

OFFICIAL PHOTOGRAPHS.



AT A BATTERY STATION BY THE ROADSIDE DURING A PRELIMINARY ARTILLERY BOMBARDMENT:  
HAULING A HOWITZER TO ITS FIRING-POST.



AT A BOMB-DEPÔT IN THE TRENCHES AT THE BEGINNING OF AN INFANTRY ATTACK: BOMBERS ABOUT TO GO INTO  
ACTION DRAWING THEIR SUPPLIES OF GRENADES.

These are scenes in the midst of action at two places along the battle-front during the July-August Battle of Flanders, which the swamping rains of the first week of this month brought to a brief temporary halt, till better weather favoured the resumption of the attack. In the upper illustration we have an incident during a preliminary bombardment. A British "medium" howitzer is shown being hauled and pushed up a slope at the side of a road. There it is to be placed in position aligned with other guns of the battery to which it belongs. The place is a battery station, as is shown by the shell-magazine already well supplied with stacked projectiles, seen to the left on the same side of the

road, and near where the howitzer is to be posted. The convenience of its site quite close to and alongside a main road, by which means the guns and ammunition can be moved readily, is apparent. In the lower illustration, bombers about to go forward with the infantry attack are seen at a regimental bomb store-depot in the trenches, together with some of their bayonet comrades, drawing their supplies of bombs or hand-grenades, in readiness for the attack which has already begun near by. Cases containing bombs are seen on the ground to the left of the photograph, with, leaning up against them, a Lewis automatic rifle.



# THE CROSSING OF THE CANALS IN THE BATTLE OF FLANDERS: BRITISH TROOPS MARCHING OVER A BRIDGE.

OFFICIAL PHOTOGRAPH.



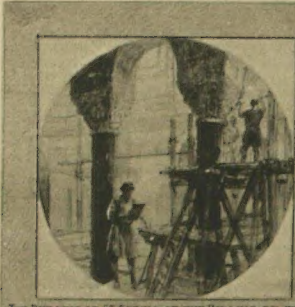
## WHERE THE ENGINEERS DID WONDERS IN BUILDING BRIDGES UNDER FIRE:

The passage of the Yser Canal, which was made possible by the splendid bridging work accomplished by the Engineers, was an important feature of the British advance in the Battle of Flanders. "On the south of the attack," writes Mr. Percy Robinson, "there was the Canal to cross at starting—one of our famous engineers threw no fewer than seventeen bridges across the Canal, under fire, on the afternoon before the battle—and everywhere there were the fortifications perfected through two years and the enemy in superior positions." The British

## BRITISH TROOPS CROSSING A CANAL DURING THE OFFENSIVE NEAR YPRES.

Troops seen crossing the bridge in the above photograph, it will be noted, are evidently in high spirits—one on the right is waving his helmet to the camera. Some of the men are carrying stretchers, and one—towards the left—has a stretcher over his shoulders. In the foreground is another and smaller type of temporary wooden bridge such as the Engineers construct for crossing canals and rivers. An interesting point about it is the curved shape of its sections, which give to the whole a kind of undulating character.

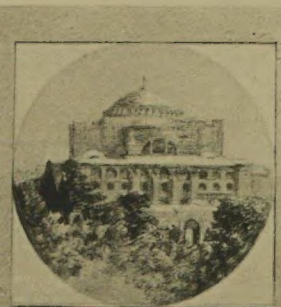




THE BUILDING OF ST SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLIS &amp; ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST SOPHIA.

## SCIENCE JOTTINGS.

## THE CZECHO-SLOVAKS AND THE JUGO-SLAVS.

WHEN, in 1914, the "dogs of war" were unleashed, most of us, surely, believed their run would be short, even though their havoc might be great. I do not think the wisest of us foresaw the possibility of a campaign in the Balkans. To-day the

and that of the Slav that not more than one-eighth of the original Finnic blood remains. But, for all this, the typical Hungarian is a fine-looking man—blonde, blue-eyed, and intellectual. And, moreover, he is increasing more rapidly than his competitors.

It would seem but right, on the face of it, that the Hungarian should hold the Danubian

eastern half of Hungary is over-run by Roumanians; while the Serbo-Croatians occupy the whole of its south-western frontier, though they hold no more than a relatively narrow belt. Thus the Hungarian is completely surrounded by Slav races who have come in as "settlers." Will these people elect to join their kinsmen over the borders, or will they become naturalised Hungarians?



A GERMAN SUBMARINE STRANDED NEAR CALAIS: THE FIRE ON BOARD SHORTLY AFTER THE LANDING AND ARREST OF THE CREW.

A large German submarine that had lost its bearings recently grounded at high water on the French coast west of Calais, near Cape Gris Nez. The crew, after firing their petrol, waded ashore, and surrendered to a *douanier* (Custom House official) on coast patrol, who pointed his carbine at their captain. The incident was seen by some French cavalrymen, who galloped up and escorted the prisoners. The fire on board the submarine exploded the mines it carried, and destroyed part of the hull. The above view shows the scene at half-tide.

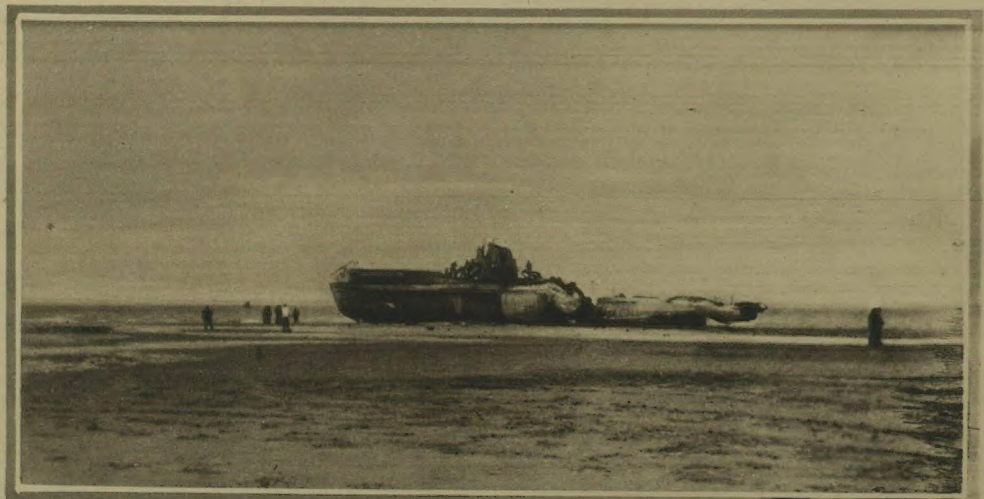
fate of these small States, like ours in the West, is trembling in the balance. Most of us, by now, have forgotten the details of the Balkan War, though we have a keen remembrance of Bulgaria's treachery at the last. But this was the war of the Southern, or Jugo-Slavs; to-day their kinsmen of the north, the Czecho-Slovaks, are also in the toils. Hope and fear alternately possess them.

plain, one of the most clearly defined areas in Europe. But if his northern borders are set at the Carpathians, then the Slovaks, who now occupy the north-westernmost strip of Hungary, must agree either to settle down under Magyar rule or

The Austrian is a mere political entity; as a race he has no existence. The Austrian of Upper and Lower Austria is a variable mixture of Teuton, Alpine, and Slav. Bohemia, Moravia, Silesia, and Galicia, the northern appanages of Austria, are occupied by the Czecho-Slovaks, and it is to be hoped they will succeed in attaining independence. The fact that they have a tolerably well-defined ancestry should go far to uphold them.

The only Austrians who can lay any claim to purity of blood are to be found in a few inhabitants of the Tyrol, where survive, in the seclusion of the mountain fastnesses, a few individuals who seem to be identifiable as descendants of the ancient Rhaetians, who take us back to the ancient Lake-dwellers of the Stone Age. Their language still persists in the Romansch, which is a degenerate and primitive Romance or Latin language. These people, then, are members of the Alpine race.

The whole of Austria east and south of the Tyrol is occupied by members of the Jugo-Slav races, and these also are bent on obtaining their independence. If they and their kinsmen of the north succeed, then what is left of "Austria" will be no longer of use to Germany, whose dreams, furthermore, of extension southwards and eastwards to the Aegean, Constantinople, and Asia Minor beyond, will be dissipated; and with them will vanish all prospects of jeopardising our communications with India.



AFTER THE FIRE AND EXPLOSIONS CAUSED BY THE CREW: THE REMAINS OF THE STRANDED SUBMARINE AT LOW TIDE. Photographs by Alfari.

For fifty years their overlords, Austria and Hungary, have played the oppressor, and their victims may now dare to hope for an end of this agony and the dissolution of this unholy partnership in iniquity. The discussion of the political aims of these two conspirators does not come within the scope of this column, but their ancestry is another matter. The Austrians are Germanised "Alpines"—a bad blend. The Hungarians, or Magyars, are of another stock, being by descent Finns, from the Volga, who, in the last decade of the ninth century, replaced the Avars, concerning whom we know very little, and nothing to their credit. What manner of men these ancestral Magyars were we know not, but on their first appearance in Europe they seemed so outlandish that their new neighbours dubbed them "Ogres," and the word lives yet, with the same sinister meaning. In the course of time, however, they have certainly contrived to improve in appearance, at any rate, for the Hungarian of to-day will compare favourably, so far as personal appearance is concerned, with any other race in Europe. It may be that they have acquired more comeliness by an admixture of alien blood, for, though the purest type of Hungarian to-day is to be found in the Szeklers (borderers) of Transylvania, the characteristic long-headedness of the Finn has been materially reduced, possibly by an admixture of Turkish blood. Further West, they have become so largely intermixed with "Alpine" blood

migrate. Here, at any rate, is a source of future trouble, for the Slovaks are a numerous and united people, with very pronounced views on nationality. And what is true of the Slovaks is true also of the Ruthenians, who have overflowed from Galicia to occupy a broad belt on the extreme north-eastern frontiers of Hungary. Almost the whole of the

In the short space that is now left to me it would be impossible to describe the various peoples which comprise the Jugo-Slavs, for they have a very interesting history, and they are destined to play an important part in Italian politics at the end of the war. I therefore propose to give them a column to themselves in the immediate future.

W. P. PYCRAFT.



## THE NEW BATTLE OF FLANDERS: IN THE TRACK OF OUR ADVANCE.

OFFICIAL PHOTOGRAPHS.



ON A MAIN RAILWAY LINE THE GERMANS DEFENDED, BUT HAD NOT TIME TO DESTROY: A BRITISH RAILWAY CORPS' "BREAKDOWN GANG" CLEARING AWAY A BARBED-WIRE BARRICADE ACROSS THE RAILS.



ON A BATTLEFIELD ROAD ON THE WAY TO PILKEM, WHERE THE WELSHMEN HAD THEIR "COCKCHAFFER" FIGHT: CONGESTED TRAFFIC EN ROUTE FOR THE FRONT, WHILE THE ROADWAY IS BEING WIDENED

In many places along the front attacked by Sir Douglas Haig, the Germans had to fall back unexpectedly during the fighting of the end of last month and the first days of this month. The result was that they were unable, for want of time, to destroy completely the communication-routes, particularly main railway lines, in the threatened area. The scene of one of their attempts to block a line by hasty and incomplete measures is seen in the upper photograph. Had time permitted, the enemy would assuredly have blown up the embankment and wrecked the permanent-way, as they did during the Somme retreat of last spring, by making bonfires of the sleepers and heaping the rails on the

fire, to bend and become contorted by the heat and be useless for relaying. We found that done everywhere, then. At the place shown above, all they had time for was to make a tangled barbed-wire barrier across the embankment—apparently under shell-fire from our guns, as the holes seen on the side of the cutting in the background of the photograph suggest. An Army railway corps' "breakdown gang" are shown at work, with one set of metals already clear. The lower illustration shows congested traffic on one of the battlefield roads leading to Pilkem, where the Welsh made such a terrible example of the Kaiser's "Cockchafters."



## THE ARTILLERY'S HARDEST TASK AFTER AN ADVANCE:

DRAWN BY FÉDÉRIC DE HARRIS FROM



COMPELLED BY FLOODS TO KEEP TO THE ROAD AND ITS GREATER DANGERS: BRITISH FIELD ARTILLERY BRINGING UP THEIR GUNS AT A GALLOP UNDER HEAVY GERMAN SHELL FIRE—

One of the most difficult problems which follow a successful advance is the bringing-up of the artillery to support a continued advance, especially when a partly flooded country compels the guns to keep to the roads. Our illustration shows an incident during the recent British offensive in Flanders—Field Artillery bringing their guns along a road at a gallop, through a German barrage of heavy high-explosive and shrapnel shells. The batteries came through in comparative safety, although several casualties unfortunately occurred both among men and horses.

## BRINGING UP THE GUNS THROUGH THE ENEMY'S BARRAGE.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



ARTILLERY BRINGING UP THEIR GUNS AT A GALLOP UNDER HEAVY GERMAN SHELL FIRE—OFFENSIVE IN FLANDERS.

The drawing gives a vivid idea of the peril of such an operation, and of the grim resolution and dauntless courage shown by our gallant gunners in carrying it out. In the background may be noted parties of stretcher-bearers engaged in the work of picking up the wounded. A big German high-explosive shell is seen bursting towards the right, close to the artillery, while the puffs of smoke in the air indicate the explosions of shrapnel shells.—(Drawing Copyrighted in the United States and Canada.)



## GUNS THAT "BLAZE A TRAIL" FOR OUR INFANTRY: A BATTERY OF BRITISH HEAVY HOWITZERS IN ACTION.

OFFICIAL PHOTOGRAPH.



ARTILLERY PREPARATION ON THE WESTERN FRONT: BRITISH GUNNERS HARD AT WORK POUNDING THE GERMAN TRENCHES WITH BIG HOWITZERS—AN ANIMATED SCENE.

This exceptionally fine photograph, illustrating the work of our heavy artillery on the Western Front, has been considered worthy of reproduction on a large scale, both for its historic value and its pictorial effectiveness. The camera cannot often obtain an impression so full of life and strenuous movement as in this case, where the photograph possesses almost the characteristics of a drawing. It shows very effectively the kind of work performed by the heavy artillery, and may be regarded, no doubt, as typical of what takes place when the big guns are engaged in a preliminary bombardment before a great advance, pounding the enemy's trenches, and "blazing a trail" for

the passage of our infantry. Besides the four great howitzers and their busy crews, there are other details in the picture that are not without interest. In the background to the left may be noted a line of railway, used for bringing up the shells and other war-material. The sand-bagged structures indicate, probably, entrances to dug-outs or ammunition-stores. Near them may be seen an officer looking through his glasses, while two other men are standing together not far off, one working an instrument, the other apparently holding his hands to his ears to keep out the deafening concussion of the guns.



# "ALMOST WHEEL TO WHEEL FOR MILES": MASSED

DRAWN BY R. CATON WOODVILLE FROM

# BRITISH GUNS IN A PRELIMINARY BOMBARDMENT.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



BOMBARDING A GERMAN POSITION BEFORE AN INFANTRY ATTACK ON THE WESTERN FRONT:  
AND THE SKY CROWDED

Our illustration shows a typical example of a great preliminary bombardment by the British artillery, such as these carried out before each of the recent advances in Flanders. There has been an enormous concentration of guns, which extend for miles, almost wheel to wheel, in the area behind our trenches at this part of the line. First—that is, nearest to the enemy—are placed the field-pieces, guns and howitzers, while behind them are ranged the medium and heavy guns and howitzers. In the drawing several batteries of howitzers are seen in action against a position, pending the German position without cessation. It was calculated that, on this particular occasion, no fewer than 6,000,000 shells were fired into two enemy positions during the bombardment. Where so many guns were in action, some had to be in exposed positions, which were covered by screens of brushwood or branches, and other forms

BRITISH HEAVY HOWITZERS AT WORK (IN THE FOREGROUND) WITH FIELD-PIECES BEYOND,  
WITH AEROPLANES.

of camouflage. In the foreground are the guns of a heavy howitzer battery, while those of another howitzer battery are seen on the extreme left in the middle distance. Between the howitzers and the field-guns in the background, some shells of a desultory German barrage are exploding. All along the position in the distance is falling a storm of British shells. In the air above is a cloud of aeroplanes "spotting" for the artillery. A telephone dug-out is seen in the foreground on the extreme left. Just to the right is an officer using a megaphone, and to the right again are two gunners setting a fuse in a howitzer shell. The objects on the right in the foreground are shell-carriers. The next gun to the left is recoiling after being fired, and the next is being loaded. The hill-side has been scoured for the gun-emplacements, which are topped by a pile of sand-bags.—[Drawing Copyrighted in the United States and Canada.]



## Indian Patriotism Throughout the Empire: THE RALLY TO THE FLAG.

THE patriotism shown by Indians living in the United Kingdom, the Dominions, and Allied and neutral countries has, so far, remained unnoticed and unacknowledged. This is surprising, in view of the readiness with which Indians residing in the remotest corners of the world came forward to serve the Empire in its hour of need in any way they could.

Take the case of Gur-buchan Singh, who is now fighting the Germans in the ranks of the Australian Imperial Force. He had gone to the Commonwealth thirteen years ago, after obtaining his discharge from the Indian Army, on his return from the South African Campaign, in which he was employed as a

Jemadar (or Indian Lieutenant) in the Supply and Transport Department, and went through the siege of Ladysmith. When he landed in Australia he knew no English to speak of, and he had no capital. A kind-hearted countryman initiated him into the mysteries of hawking, and in the course of a few years he built up a good trade. At the time of the outbreak of war he owned a large general store in a wayside town in south-west Australia, and was earning an income that would appear to be a small fortune to an Indian. The

Sikh blood boiled in him, in spite of his being on the wrong side of forty. The sight of the stripes and medals he had won in the Tirah and Chitral campaigns stirred him to further fighting. He volunteered, but was told that only "substantial Europeans"—that is the phrase he used—were being enlisted. He was, however, too persistent to take "no" for an answer. In the middle of 1915 he managed to obtain his heart's desire: he was the first—and, it is to be regretted, the last—Indian to be admitted into the Australian Field Force. Now, after the required training, he is on active service "somewhere in France," just

before he went out he told me that the Germans had killed a cousin of his who was a Subadar Major (or Indian Lieutenant-Colonel) in the Indian Army, and he would soon have his revenge. He is likely to meet, at the front, Indians who volunteered in Canada, and are now fighting in the Canadian contingent.

Here is another case. The outbreak of hostilities found Arjan Singh in the Argentine. The spirit of adventure had taken him to South America, where, he was told, he could make many times the amount of money that an Indian in the Indian Army receives. He took the trouble to learn Spanish, and in a short time succeeded in being placed in charge of a large number of men working on a sugar plantation owned by an Englishman. The pay exceeded his wildest dreams, and he was held in much esteem. But he heard that the regiment in which he had formerly served had been ordered out to the Western front from India, and he wanted, more than anything else in the world, to be a member of the first Indian expeditionary force that fought in France. His

arrive from the Western front. Indians were detailed to serve on the ships conveying these fighters, and also in the hospitals and camps set apart or improvised for their care.

Later on, when the hospitals for Indians in this country were closed and the Indian Ambulance Corps was disbanded, some of the Volunteers offered to go to Egypt, to engage in medical relief there. One of these young men was a relative of Mr. Bhupendra Nath Basu, who was recently appointed to the Council of India, and who, along with Mr. M. K. Gandhi, took a leading part in organising the Indian Voluntary Ambulance Corps. Another young man who went out to Egypt was the eldest son of Sir Abbas Ali Baig, who retired, early in June, from the Council of India. Mr. G. V. Utam Singh, after serving in the hospitals at Netley, Brighton, and Milford-on-Sea, became a Special Constable in London, and established for himself a record for dependability and conscientious work.

There were several Indians belonging to the Indian Military Service in England at the time the war broke out. They at once went back to India. Among these men were Lieut.-Colonel Bakhle,

Lieut.-Colonel Bhola Nauth, and Lieut.-Colonel Jivan Singh. Two Indian officers who had retired from the Indian Military Service and were living in London—namely, Col. Kanta Prasad and Colonel Warlekar—went out to India to relieve younger men for active service. Col. Kanta Prasad's patriotism rose to such a high pitch that he did not mind serving, for a short time, as an orderly in a military hospital under an officer junior to him in service. He was recently given a first-class Kaiser-i-Hind medal as a reward for the valuable services he has rendered during the war.



AN INDIAN STUDENT IN ENGLAND WHO JOINED THE INDIAN VOLUNTEER AMBULANCE CORPS: SHIVA D. L. AGARWALA.



FORMERLY IN THE INDIAN VOLUNTEER AMBULANCE CORPS, AND LATER A SPECIAL CONSTABLE: MR. G. V. UTAM SINGH, A BARRISTER.



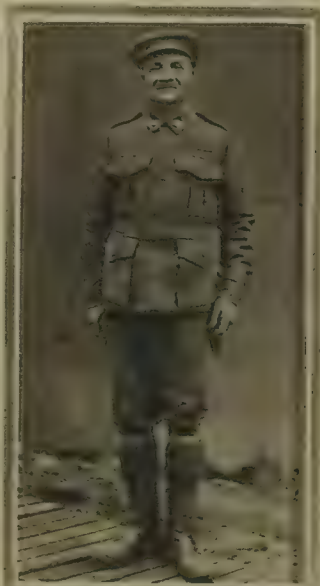
NOW ON ACTIVE SERVICE ON THE NORTH-WEST FRONTIER: LT.-COL. C. R. BAKHLE, I.M.S., WHO HURRIED BACK FROM ENGLAND ON THE OUTBREAK OF WAR

employer readily gave him permission to go, and he sailed for England on a steamer carrying many Britons who were coming home to fight for their King and country. Arjan Singh was the only man on board the ship who had had military training, and his fellow-subjects got him to drill them on the voyage homewards. So far as I know, that was the first time an Indian had drilled Europeans. After reaching England, Arjan Singh was made a Jemadar, filled an important position in the military hospitals in England, and, later, was sent to France.

Indians in the United Kingdom volunteered for service within a few hours of the declaration of war. The younger men wished to attach conditions to their offers: they desired to go into the Army as commissioned officers, just as their British fellow-students in the Universities and Inns of Court had done. The older men told them that the outbreak of war was no time to press demands, and that conditional service might embarrass the authorities. Indians in Britain therefore expressed their willingness to take up any duties that were assigned to them. Shortly afterwards, a Volunteer Ambulance Corps was organised from among Indian doctors and medical and other students. The authorities found this organisation exceedingly useful when wounded Indians began to



AN INDIAN WHO CAME TO ENGLAND FROM THE ARGENTINE IN ORDER THAT HE MIGHT SERVE IN THE WAR: JEMADAR ARJAN SINGH.



THE ONLY INDIAN IN THE AUSTRALIAN FORCE, NOW IN FRANCE: GURBUCHAN SINGH, A VETERAN OF THE SOUTH AFRICAN, CHITRAL, AND TIRAH CAMPAIGNS.



# NOW ITALIAN: AN ENEMY SUBMARINE SUNK, SALVED, AND REBUILT.

ITALIAN NAVAL OFFICE.



"IT WAS DECIDED TO RAISE THE WRECK": THE "UC 12," SUNK BY THE ITALIANS, BEING SALVED.



"A FEW DAYS' HARD WORK, AND THE SUBMARINE LAY ON ONE OF THE QUAYS": THE CAPTURED "UC 12"



COMPLETELY REPAIRED BY ITALIAN ENGINEERS: THE CAPTURED AUSTRIAN SUBMARINE MINE-LAYER "UC 12" SAILING UNDER ITALIAN COLOURS.

The Italian Navy has been very active in hunting enemy submarines, employing, among other methods, swift and almost invisible motor-boats. Although it is a good many months since the "UC 12" met her fate, the work of reconstructing her naturally took some time. The story of her capture is told in the "Times" History of the War,

Part 152. "On March 16, 1916, a great explosion was heard, and a large volume of water was seen to rise from the sea . . . It was decided to raise the wreck of the boat. A few days' hard work, and the submarine lay on one of the quays. . . Everything appeared German. . . . At the time, Italy was not at war with Germany."



# "THE ADMIRALTY PLANS ARE INCREASINGLY SUCCESSFUL":

OFFICIAL

# NETTING GERMAN SUBMARINES — PREPARATIONS; RESULTS.

PHOTOGRAPHS.



LAYING ANTI-SUBMARINE NETS FROM DRIFTERS AT A SELECTED PLACE AT SEA:  
SHACKLING ONE END OF A NET TO A BUOY.



PREPARING NETS AND MINES FOR LAYING IN CERTAIN  
STRAND



LOCALITIES: AFFIXING THE FLOATS TO THE TOP  
OF NETS.



AT A PLACE AT WHICH A "CATCH" MAY BE EXPECTED: RELEASING A DEPTH-CHARGE  
FROM ON BOARD A DRIFTER.



A TROPHY FROM A CAPTURED U-BOAT MINE-LAYER: A MINE AND RELEASING-GEAR: ALSO A ZEPPELIN  
BOMB (IN THE FOREGROUND).



ONE OF THE FINAL STAGES: CONNECTING  
WHEN A U-BOAT



ELECTRIC BATTERIES WHICH FIRE MINES  
IS NETTED.



ANOTHER CAPTURED U-BOAT RELIC: BOTTOM PLATING FROM A SUBMARINE THE ENEMY MADE A FUTILE  
ATTEMPT TO DESTROY ON SURRENDER.

The Prime Minister's statement in Parliament on August 10, as to the efficacy of the "methods adopted to counter the submarine campaign," supplies the best commentary on the above illustrations. "The figures, which show a constant improvement, are a demonstration of the fact that the Admiralty plans are increasingly successful. In April, when the days were shorter and the seas were more tempestuous, and, therefore, when the work of the submarine was more difficult—the losses then were 550,000 tons. You come to the month of July, when the weather conditions were most favourable for submarines, and the losses came down to 300,000 tons. . . . The figures indicate that the Admiralty are meeting with

considerable success . . . and the measure of their success is all the more conspicuous when it is borne in mind that the number of submarines is increasing." Mr. Lloyd George also expressed the hope that the August figures, judging by those available at the date of speaking, would prove to be an improvement on those for July. "Without venturing to predict," he explicitly disclaimed, "there is an improvement, and a substantial improvement, upon July in the figures of August." It would seem beyond question that the problem of countering the attacks by enemy submarines is not only well in hand, but already producing satisfactory results of the most practical kind.



# FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY CENTRAL PRESS, RASANO, LANGFIER, LAFAYETTE, NELSON, ELLIOTT AND FRY, SPEIGHT, AND MAUL AND FOX.



MAJOR E. E. DELAVEL  
HENDERSON, V.C.  
N. Staffs. Regt. Awarded  
the V.C. for "most con-  
spicuous bravery, leadership  
and personal example."



CAPT. D. S. H. KEEP, M.C.  
Bedfordshire Regt. Son of  
late Mr. J. Howard Keep, and  
Mrs. Keep, Abbot's Langley.



CAPT. W. G. S. CURPHEY, M.C.  
R.F.C. Son of Mr. W. S.  
Curphey, Local Government  
Board



LIEUT. THE HON.  
A. E. G. A. KEPPEL.  
Rifle Brigade. Son of the  
Earl and Countess of Albe-  
marle. Had been Hon.  
Attaché at Bucharest.



2ND LIEUT. E. G. M. BEART.  
Attd. R.G.A. Elder son of Mr.  
Montague Beart, of Sawbridge-  
worth, Herts.

LIEUT.-COL. G. ARTHUR PERREAU,  
Curkha Rifles. Son of late Mr. R. A. D.  
Perreau, Burmah Commission, and of Mrs.  
Perreau, Winchester.



LIEUT. QUENTIN L. SCOTT,  
South African Infantry. Has  
been officially reported as killed  
in action.



LT. J. MARSLAND, M.C.  
Pioneer Batt. R. Sussex  
Regt. Son of Mr. John Mars-  
land, formerly of New Malden.

LT. C. NICHOLLS-JONES,  
R. Welsh Fusiliers. Son of  
late Mr. T. Nicholls-Jones,  
of Penrhos, Llangefin.



2ND LIEUT. LESLIE PARKER,  
Essex Regt. (formerly in the  
Queen's Westminsters). Went to  
France in 1914



BRIG.-GEN. J. A. TANNER, C.B., C.M.G.,  
D.S.O.  
R. Engineers. Son of Mr. J. Tanner, of  
Poulton, Marlborough. Entered Army, 1877.



CAPT. SIR JOHN SWIN-  
ERTON DYER, M.C.  
Scots Guards. Wounded, 1914;  
mentioned despatches.



CAPTAIN L. S. PLATT,  
Lancers (attd. R.F.C.). Of-  
ficially reported as having  
been killed in action.

LIEUT. BRIAN H. B.  
LETHBRIDGE,  
Bedford Regt. Son of Rev.  
Mr. Lethbridge, Enfield.



2ND LT. E. FOSTER,  
R. Fusiliers. Son of Mr.  
Edward Foster, Editor of  
the "Globe."



2ND LT. K. K. PELTON, M.C.,  
Leinster Regt. Son of Rev.  
W. F. Pelton, Vicar of Ullenhall,  
Henley-in-Arden.



LIEUT. J. M. J. SPENCER,  
Northd. Fusiliers (attd. R.F.C.)  
Son of Major Spencer, Wal-  
bottle Hall, Newburn-on-Tyne.



LIEUT. RONALD WYBROW MORGAN,  
S. Wales Borderers (attd. R.F.C.) Son  
of Mr. and Mrs. A. Herbert Morgan,  
Upthorpe, Westgate-on-Sea.



2ND LT. F. MERVYN HILLS,  
Northamptonshire Regt. Son  
of Mr. Edward Hills, Len-  
worth, Maidstone.



LIEUT. VICTOR L. SNELSON,  
Welsh Regt. (attd. S. Wales  
Borderers). Son of Mr. and Mrs.  
Snelson, of Shrewsbury.



2ND LIEUT. A. S.  
REYNOLDS,  
R.F.A. Son of Mr. A. H. Rey-  
nolds, Bank House, Southport.



CAPTAIN R. N. THOMAS,  
R.F.C. Son of Brig.-Gen. Sir Owen and  
Lady Thomas, of Cemmaes, Anglesey.  
Recently awarded the Croix de Guerre.



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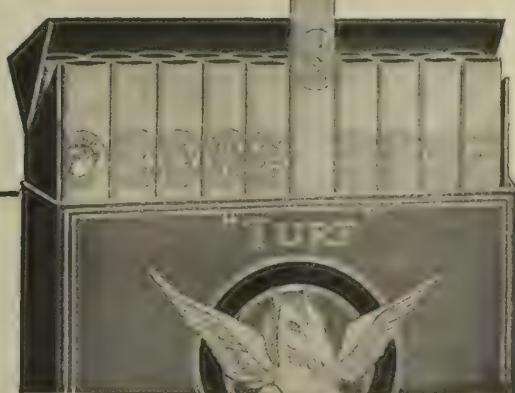
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Makers of Lotus and Delta Shoes  
Agents everywhere



215—10/6

Prices are branded on the soles with a hot die before the shoes leave the factory



## LADIES' PAGE.

NEVER in the worst days of Algerian or black-flag piracy was such a record of inhumanity at sea created as the supposedly civilised and Christian German nation has now placed to its everlasting shame. Since the war began, it is officially stated, nearly ten thousand people (9748 is the exact figure) of both sexes and all ages have lost their lives in merchant vessels through German action at sea. These, of course, do not include our fighting seamen, but were nearly all civilians—3828 passengers and 5920 officers and men manning merchant ships. A characteristic illustration of how this has been done is the case of the *Belgian Prince*, whose crew of 43 were forcibly taken on to the enemy craft out of their own boats, deprived of their life-belts, and then left helpless in the sea by the submarine being slowly and deliberately submerged. The Germans' plain intention was to leave none alive to tell the tale, but by strength and determination, three of the men swam in the sea till rescued many hours afterwards, and survived to record this tale of infamy. The splendid traditions of the sea, by which, in thousands of cases, seamen in the full pride of manly strength have quietly given up their own lives to let their passengers live, and in thousands of others have risked or lost their own lives to aid and succour those on a wreck, are the work of the leading maritime nation, Britain, and the hall-mark of our noble British seamanship. This callous, cruel, cowardly conduct of the German sailors is characteristic of the difference between the two races. To settle, we hope for all time, whether the British or the German nature is to prevail in the world is why we are at war. We women have reason to pray for Britain!

An extraordinary illustration of womanly vitality and tenacity was given in the case of Mrs. Frampton, wife of the captain of a well-known ship, when torpedoed by Germans. The boat in which the Captain and his wife escaped was soon upset in a heavy squall, and several sailors were then drowned, but Mrs. Frampton was one of those who clung to the boat until, after many efforts, they righted it, and all got in again; but the gear being lost, the boat soon again upset, and threw all into the stormy sea. Eight of the men got in again, however, and also Mrs. Frampton, but during the night, six of the men died of exhaustion; and the last seaman died just as a rescued vessel came up, and hauled the Captain and his wife, still living, out of the boat. There is a standing decision in law-books, that if a husband and wife die together in a wreck, and no evidence is forthcoming as to which succumbed first, it is to be assumed that it was the wife (by which means her husband would be the heir to her property for a little while, and so it would pass under his will) because "women are the weaker sex, and likely to die before the men in similar conditions." How many of the theories of the past as to women's weaknesses and incapacities this war is overturning!

An appreciation of the late Mrs. Stannard, who, under a masculine pseudonym, "John Strange Winter," wrote



A GRACEFUL EVENING-DRESS.

This dress is composed of cream-coloured georgette, and finest needle-run lace. The cross-over effect on the corsage is made by bands of lemon-coloured charmeuse.

what Mr. Ruskin described as "the best pictures of the British soldier," has just been published by Mr. Oliver Bambridge, with an introduction by General Sir Alfred Turner. It was the announcement, says Mr. Bambridge, that "the author of 'Bootie's Baby' had presented her husband with twins" which first intimated to the public generally that the soldier's favourite author was a woman. She was very happily married, and there is a little tale as to how the proposal was made that will, I think, interest a good many just now, when so large a number of wounded heroes may be in doubt as to their future prospects in this respect. "John Strange Winter" was married to a man who had a cork leg, having lost his own in an accident. He had fallen deeply in love with the brilliant young writer, but had made up his mind never to reveal his feelings, because of this misfortune. However, one day they had both been to the wedding of a friend, and happened to drive back to the house alone together; he said how sad he felt that marriage was forbidden to himself by reason of his having suffered a mutilation, a fact that must prevent any woman caring to marry him. But "John," in her brusque, open-hearted manner, replied significantly: "You should give the girl you love the chance—perhaps she would not mind a bit. You surely owe it to her to ask her, at least"—and so he did!

A valuable application to keep both hands and face in good condition, notwithstanding hard work and exposure, is Beetham's "Lait La-rola." It is an emollient, milky fluid, containing certain substances well known to be beneficial to the skin, and in no case to do mischief; in fact, it is so bland that it may be used for soothing any chafing or irritation in the case of the youngest infants. When so many ladies have to help in housework and gardening, as well as in heated factory work, the hands are very likely to suffer if not carefully tended, and La-rola is specially recommended to keep those useful members soft and white, work notwithstanding. Other reliable preparations of the same firm, Messrs. Beetham and Son, Cheltenham, are La-rola tooth-paste, a "Rose bloom" for occasional use, and "Lily bloom," a white preparation to be used to hide red patches or blemishes on neck and arms when in evening-dress. All the articles are sold by good stores and chemists everywhere.

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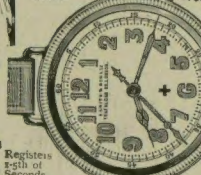
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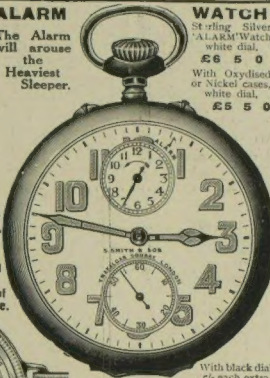
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The Alarm will arouse the Heaviest Sleeper.



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Sterling Silver "ALARM" watch white dial.  
£6 5 0  
With Oxidised or Nickel cases, white dial.  
£5 5 0

With black dial 5/- each extra.

Luminous Alarm Watch. Perfect Timekeeper.

The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

## TRY IT IN YOUR BATH

BY APPOINTMENT



TO H.M. THE KING

## SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES.

Price 1s. per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubbs' Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

## C. Brandauer & Co.'s Ltd.

## CIRCULAR POINTED PENS.

SEVEN PRIZE MEDALS



These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 7 stamps to the Works, BIRMINGHAM.

Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.



BABY'S WELFARE

## Anxious Mothers

MANY mothers are worried about the changing of Baby's Food from time to time. The Food that suits at six weeks of age will not suffice at six months.

The 'Allenburys' Foods are the only system of Infant Feeding that provides for Baby's needs step by step—a progressive dietary suited to Baby's growing digestive powers from birth onwards.

The juice of grapes, oranges, or meat juice so beneficial to the hand fed baby can be given with these Foods, and instructions are furnished on each package.

## The Allenburys' Foods

Promote Health and Sturdy Development.

MILK FOOD No. 1.

From birth to 3 months.

MILK FOOD No. 2.

From 3 to 6 months.

MALTED FOOD No. 3.

From 6 months upwards.

Allen & Hanburys Ltd., London.



F54

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## HURCULACES

It is one of life's little ironies that the ordinary bootlace always breaks at the wrong moment!

Insist on Hurculaces, laces for boots and shoes, which are made from the stoutest yarn and most durable fabrics—and save money and temper.

HURCULACES have a bright glazed finish, brilliant glossy colour, and are also very firmly tagged.

To be obtained from all High-class Drapers, Outfitters, and Boot Retailers.



"I must apologise for being late. Both laces broke and not another in the house."

HOSTESS: "Why don't you ask always for 'Hurculaces'?"

# Cerebos SALT

for dainty tables

In 4d., 7½d. and 1/2 Tins.



"We don't need a Taxi, we have our 'Cravenettes.'"

## "Cravenette" (Regd.)

means protection against showers and dampness. "CRAVENETTE" does not mean a particular garment or pattern of cloth. It does mean a cloth which has been made SHOWERPROOF by The Cravenette Co., Ltd., and bears the "CRAVENETTE" stamp, or a garment made-up from such cloth. You can get "CRAVENETTE" COATS ready for wear, or you can buy "CRAVENETTE" by the yard, as you prefer, in a great variety of weaves suitable for Ladies' and Children's wear, and also for Gentlemen's wear.

You can be assured against imitations if you see the "CRAVENETTE" STAMP, as shown below.

The CRAVENETTE Co., Ltd., affix their stamp only to such goods as are suitable in quality for Shower-proof purposes. Therefore, this stamp is a guarantee not only of Shower-proof properties, but also of the quality of the Material. "CRAVENETTE" WEATHERPROOF GARMENTS for all occasions, obtainable in latest styles and newest materials FROM LEADING RETAILERS.

If any difficulty write us and we will put you in touch with retailers who will supply you with the genuine article. THE CRAVENETTE CO., Ltd. (Incl. 25) Well St., Bradford.





## THE CHRONICLE OF THE CAR.

## The Government and British Fuel.

The introduction by Mr. Long of a Bill to make provision with respect to the searching and boring for and the getting of petroleum in the United Kingdom marks a very substantial step in the right direction. No doubt there will be criticism that the action of the Government in reserving oil rights to the State will tend to the creation of a monopoly and form a precedent of nationalisation of industrial enterprise. In introducing the Bill, however, Mr. Long pointed out that experience had shown that in other countries where the boring for oil had been left in private hands, there was a good deal of scrambling competition to be first in the field. There was a great deal of bad work, and as a consequence there was grave national loss. In one case which he quoted there was spent in drilling in an oil area in the United States, owing to competitive acts, £2,250,000 over work which it was maintained now could have been accomplished adequately and efficiently at an expenditure of £630,000.

The measure now before the House of Commons places in the hands of the Government all rights to get petroleum, and in this way to enable the Government to lease defined petroliferous areas, and thus prevent waste and loss of time. It will provide for payment for the oil won and for the various surfaces owned within a defined zone by way of a fixed royalty, and also for the getting of oil by persons or companies on terms and conditions according to schemes to be fixed by the Board of Trade. In his introductory speech, Mr. Long said that the necessary works could be carried out during the war under the provisions of the Defence of the Realm Act, but the present Bill was necessary to meet the contingencies which would arise after the war. From this it is reasonable to infer that the Government intends to lose no time in getting to work on the solution of the difficult problem of obtaining sufficient supplies of motor-fuel and other petroleum products to render the country reasonably independent of overseas

resources. That will be good news indeed to all those who, for years past, have never ceased to draw attention to the needs of the future, and who have insisted that, given a proper scheme of development, the British Isles are capable of supplying their own normal requirements. What amount of petroleum there is below the surface in Great Britain we do not know. What we do know is that there are several well-defined petroliferous tracts which ought to yield oil in paying quantities; but until a full investigation is made we do not know the extent of our resources. Of course, even if there should prove to be only a relatively

## Endorsements on Licences.

The Central Committee for the Employment of Discharged Soldiers connected with the motor and aircraft industries has resolved to give active support to a movement in favour of those men who have served in the King's forces and who, before the war, held driving licences, being granted entirely new and clean licences—that is that where the old licence carried an endorsement relating to a conviction for an offence against the provisions of the Motor Car Act, such endorsement shall not be carried forward on the new one. The resolution is, I believe, due to the initiative of the National Society of Chauffeurs.

This matter of the carrying forward from year to year of endorsements, often for such trivialities as the accidental extinguishing of the tail-lamp, is one that has been a vexed question for years. Naturally, it has fallen into abeyance since the beginning of the war; but now, when large numbers of men who have served the country overseas are being returned to civil life, it is coming into evidence again. It seems, to take no higher ground, the acme of absurdity that a man who, perhaps, ten years ago, was convicted of a slight technical offence, should continue to carry the black mark on his new licence. The probability is that he has not held a driving licence at all for the past three years, yet when he takes out the new one he has to confess that he was once fined five shillings because a sudden gust of wind had extinguished his tail-lamp, and the particulars must be gravely endorsed upon the licence. Quite a number of matters ought to be receiving the attention of the motoring

associations just now, provisionally, at any rate. Some of these are legislative, as this question of endorsements, and it seems to me that they would better deserve the thanks and confidence of the motorist if they were giving a little time and attention to these rather than to schemes for the increase of road "service." It is possible that they are; but, if so, they succeed fairly well in keeping the knowledge to themselves, and it is reserved for a sectional body like the N.S.C. to start things moving.

W. W.



A CAR FIT FOR THE KING—AT THE FRONT: HIS MAJESTY JUST ALIGHTED FROM A 25-H.P. VAUXHALL AT VIMY RIDGE.

This Vauxhall Staff car had the honour of carrying the King during his Majesty's visit to the Front recently. He is shown just after leaving it to go on foot to inspect the battlefield of Vimy Ridge.—[Official Photograph.]

small amount of actual petroleum, there remain the shale deposits, which are very extensive and can be made to produce a vast quantity of fuel—probably quite enough, when added to the supplies of coal-spirit which will be available after the war, to place us beyond anxiety so far as our normal requirements of motor-spirit are concerned. In any case, and whatever the actual results of working may turn out to be, it is the best of news that the matter has been taken hold of in earnest.

## JUBOL

## The only Rational Laxative.



"Don't you forget to pack a box of Jubol in my bag."

Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

Jubol improves the complexion.

Constipation  
Enteritis  
Haemorrhoids  
Dyspepsia  
Skin  
Blemishes  
Sallow  
Complexion

Recommended by the Medical Profession in England and Abroad.

## Medical Opinion:

"It is only necessary to take from one to three tablets of Jubol every night for a few weeks, in order to be free from constipation. Jubol is a priceless boon to sufferers from hæmorrhoids."

PROF. PAUL SUARD,

Late of the French Naval Medical College and of the Hospitals.

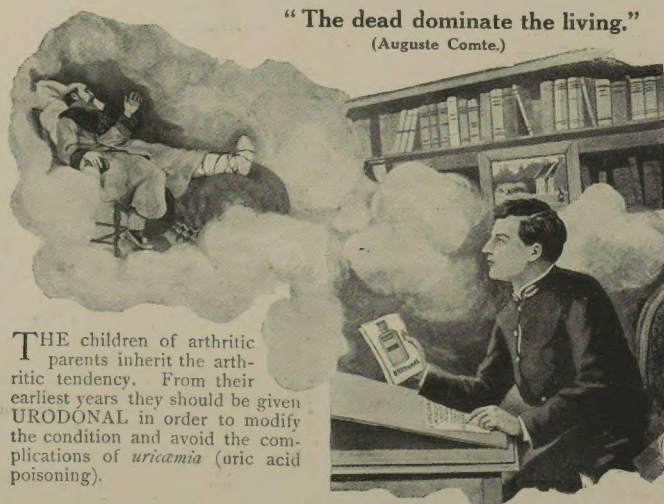
Price 5/- per box (complete course of six boxes, 25/-). Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W.1, from whom also can be obtained explanatory literature.

## URODONAL

## Combats Hereditary Arthritism.

"The dead dominate the living."

(Auguste Comte.)



THE children of arthritic parents inherit the arthritic tendency. From their earliest years they should be given URODONAL in order to modify the condition and avoid the complications of uricæmia (uric acid poisoning).

GOUT, GRAVEL, STONE, SCIATICA,  
NEURALGIA, RHEUMATISM,  
ARTERIO-SCLEROSIS.

## MEDICAL OPINION:

"In whatever spot of the body it may be located, uric acid cannot possibly resist the powerful dissolving and eliminating action of URODONAL. This agent chases the uric acid from all its strongholds: from the muscular fibres of the digestive system; from the sheaths of the arteries; from the pores of the skin; from the pulmonary alveoli; and from the nerve cells. The beneficial effects of this cleansing process of the system—which unites and epitomises so many therapeutic indications—are thus plainly apparent."

DR. BETTOUX.

Medical Faculty of Montpellier.

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.

Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcolm Buildings, Malcolm Lane, Sydney (Box G.P.O. 2250).

Sub-Agents for India, Burma and Ceylon: G. ATHERTON & CO., 8, Clive Street, Calcutta.



# WHAT'S BUILT IN THE CAR

The excellence of a production can be gauged by its second-hand value. Standard 12-16 h.p.

# SUNBEAM

cars made by us in 1914, and sold for £446 10s. retail, have a present market value of from £500 to £595, and that after 3 YEARS' HARD SERVICE.

**SUNBEAM**, 12-16 h.p., 1914, late model, 5 detachable wheels, painted green, upholstered in green, sliding front seats, speedometer, clock, one-man hood, and is as new throughout, £595.  
**SUNBEAM**, 12-16 h.p., 1914, September, 5 seater body, with sliding front seats, 5 detachable wheels, clock, speedometer, small cupboard on dash, lamp, full equipment of tools, guaranteed, the whole car is indistinguishable from brand new, painted grey, £575.  
**SUNBEAM**, 12-16 h.p., 1914, 5 seater, sliding front seats, perfect, £575.  
**SUNBEAM**, 12-16 h.p., 1914, 5 seater, sliding front seats, speedometer, all instruments on polished mahogany board; this car has been very carefully used and is mechanically perfect, £590.  
**SUNBEAM**, 12-16 h.p., 1914, 4-5 seater, colour Atlas grey, plated finish in perfect condition, like new, sliding front seat, flush speedometer, clock, everything complete, any examination or trial, price £500.

Extracts from the second-hand car advertisements in the Trade Papers.

## THE SUNBEAM MOTOR CAR COMPANY, Limited.

Head Office and Works . . . . . Wolverhampton.  
 Manchester Showroom . . . . . 112, Deansgate.  
 London and District Agents for Cars . . . J. Keele, Ltd., 72, New Bond Street, W.

The Sunbeam experience of standardising extra-efficiency in the guise of the increasing numbers of

## SUNBEAM COATALEN AIRCRAFT ENGINES

involving perfection of design, workmanship and material, must inevitably exercise its influence on our post-war productions.



## The Pen to Depend on

THE feature that makes the Cameron unique is its simplicity in filling—just dip the pen into any ink-bottle, press the bars, and it is ready for service at once. No mess—no blots—no inky fingers—no hunt for mislaid fillers or special bottles of ink. The Cameron pen is the pen to depend on.

Note, too, the distinctive gold iridium-pointed nibs to suit each style of writing.

## Cameron Safety Self Fillers

With PLAIN Nib, 12/6 With WAVERLEY Nib, 15/- With HINDOO Nib, 15/-  
 With "J" Nib, 15/- With BANKERS, 15/-

Send for Illustrated List.

MACNIVEN & CAMERON, LIMITED,  
 Waverley Pen Works, Birmingham.

LONDON: 30, Shoe Lane, E.C. 4. EDINBURGH: 23, Blair Street. GLASGOW: 13, West Regent Street.  
 Paris: Kirby Beard & Co., Ltd., 5, Rue Aubert.

JUST PRESS THE BARS.



They come as a boon and a blessing to men.  
 The Pickwick, the Owl, and the Waverley Pen.

Rough roads don't trouble Palmers—which have the famous Palmer Cord Foundation, which minimises internal friction, and the finest tread ever moulded on to a tyre. No need to buy foreign tyres after the war.

## PALMER CORD TYRES

Made in all sizes with the original three-ribbed rubber and the steel studded treads.

Write now for the Booklet "Palmers, Petrol and Power," which gives fully detailed proof of the 25% PER CENT. PETROL SAVING.

THE PALMER TYRE, LTD.  
 119-123, Shaftesbury Ave., London, W.C.2

Branch Depots:  
 Birmingham, Coventry,  
 Glasgow, Leeds, Man-  
 chester, Nottingham.



## Petrol Economy with the CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE.  
**H. M. HOBSON, LIMITED,**  
 29, Vauxhall Bridge Road, London, S.W. 1.

## FATIGUE

THOSE who have responded to the country's call for men of good will to serve in ways to which they are not accustomed know the strain of the unusual fatigue.

The special constable who has perhaps never in his life stood for four hours at a time in the night in one spot or patrolled a small beat, is tiring an entirely new set of muscles, while the strain of vigilant attention tells severely on his nerves.

Much relief, and renewed vigour for the performance of the day's ordinary work, will be gained by a little extra feeding. Take regularly the palatable nutrient and nerve-restorative, "BYNOGEN," the glycerophosphate food distinguished for its agreeable flavour.

## 'Bynogen' Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- and 9/.

ALLEN & HANBURYS Ltd.  
 LOMBARD STREET, LONDON, E.C.

The Special Constable



Guaranteed to Cure or Money Returned.

## FOR SEA SICKNESS AND TRAIN SICKNESS

MOTHERSILL'S has received the unqualified endorsement of the leading papers of the world, and the finest testimonials from the world's greatest travellers, men, women, and institutions. MOTHERSILL'S is guaranteed not to contain Cocaine, Morphine, Opium, Chloral, or any other of the coal tar products. Used by Royalty, Nobility, Doctors, Clergymen, &c., &c., on Atlantic, Pacific, and other liners, by Polytechnic Norway Tours, &c., &c. NO BAD AFTER-EFFECTS. Of all Chemists, in Boxes 2/6 & 5/.

Mothersill Remedy Co., Ltd., 19, St. Bride St., London, E.C.



## Famished Hair Cells

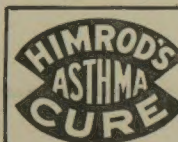
Hair-failure is due to starved roots and cells. All the legion of hair troubles vanish if you strike at the root. It is the same in every ill—you must go right to the heart of the trouble. What the grey, languishing, dropping hairs

## call for

is an adequate food—a real nutriment. ROWLAND'S MACASSAR OIL gives an immediate new vitality to the feeble roots and the "feeding" cells beneath them. It produces a soft, silky sheen and texture; a full, luxuriant growth, radiating a true natural hair-health. Supplied in Gold Tint for fair hair.

## ROWLAND'S Macassar Oil!

is sold in 3/6, 7/- and 10/6 bottles by Stores, Chemists, and ROWLANDS, 67, Hatton Garden, London.



If you suffer from Asthma, Catarrh, Ordinary Colds, you will find nothing to equal HIMROD'S CURE FOR ASTHMA At all chemists 4/3 a tin.



## THE PLAYHOUSES.

## "COOK" AT THE KINGSWAY.

THERE is a freshness about Mr. Jerome's new farce—about characters, talk, and scheme alike—which makes it an ideal holiday entertainment. Its people act upon impulse; but theirs are not silly impulses, and they courageously face the consequences of their acts. Their talk is rich in humour, sometimes irresponsible humour, but it fits the spokesmen and always keeps close to life. The scheme is fantastic and leads to ridiculous situations; but it never runs counter to the deeper instincts of human nature. And so we can laugh at the popular humourist's story of the philanthropist who took holiday from helping the helpless, and gave himself a good time for once, only to spend a night in prison through brawling, and to find the charmer for whose sake he had struck another man was his own cook—we can laugh at this yarn of dignity in trouble, and all the embroideries Mr. Jerome lavishes on it, because, after all, there is never a point at which our credulity is strained, and because Cook and her master are

carry through the game. And if the man, with all his wilfulness and talents, is blind to the issue of his adventure, while the woman sees things so clearly that she agrees to marry whichever of her two swains will accept prison for her sake, and nearly loses her woolly-headed master by her promise, why, Eve has always looked further ahead than Adam. Mr. Jerome could not have been better served with interpreters: Mr. Randle Ayrton has just the manner for Parable, the philanthropist, at once autocratic in speech, boyish in zest for adventure, and at a loss to understand the ways of women. Miss Irene Rooke's pretty Cook, too, hits just the right blend of archness and naïveté. But half-a-dozen other players or more act only less well, with the result that every one of the author's *dramatis personæ* has his or her own comic individuality.

## "WOMEN WAR-WORKERS."

NOTHING short of an encyclopædia of woman's work in the war could do justice to the subject. At the beginning of this year there were probably 250,000 new

women workers on the productive side of industry in this country, and 350,000 on the administrative and distributive side. This estimate takes no account of peace-time workers, or of those giving their time and labour, wholly or in part, voluntarily. Nor does it make any allowance for paid workers, like nurses, engaged not industrially, but in acts of mercy. Munitions alone employed about 500,000, and these are being added to at the rate of 32,000 a week. It is evident that

"Women War-Workers," by

Representative Workers (Harrap), which supplies these and many more like figures, can do little else than expose the fringe of this new industrial mantle which

the war has thrown over our islands. But Mr. Gilbert Stone, who edits the volume (which Lady Jellicoe introduces), has done his task very well, and the publishers have turned out a handy book, illustrated from



ON AN EASTERN FRONT: TESTING AN AEROPLANE ENGINE.

photographs in a way that interests and attracts. Mr. Stone's own contributions, which also risk some prophecies about woman's work in general, aim at guiding to the particular effort they desire those who find themselves bewildered—and no wonder—among the legion of organisations which too often overlap. Recent changes in National Service modify some of the advice given in the chapter on "War Organisations for Women," but it can still be commended as useful to thwarted seekers after war work. The main part of the volume is composed of accounts of typical war employments; and the "representative workers" who supply these show that their labours do not leave them too exhausted for the exercise in their leisure of very lively pens. In writing of munitions, Naomi Loughnan is a little hampered, perhaps, by thoughts of the Censor, yet she still contrives to tell us much. "The Land," by Ina Scott, "A Postwoman's Perambulations," by Mary Hughes, and "Delivering the Goods," by Marguerite E. Cardell, are graphic and often amusing personal experiences. "Banking" is a very solid contribution by Marie W. Seers; and much that will be new to most readers can be learned about a humble figure, now familiar to us all, in the "Fares, Please!" of Kathleen Courlander. And equally graphic and good are the various papers in the section "Works of Mercy."



GIVEN FOR THE TREATMENT OF SHELL-SHOCK CASES: A MANSION AT BROOKLANDS.

Recognising the value of special treatment for shell-shock cases, Mr. John Leigh, of Beech Lawn, Altrincham, has generously offered the Government a magnificent mansion, at Brooklands, near Manchester, which stands in its own secluded grounds and contains accommodation for a hundred men. This was first offered to the King, who warmly accepted it, and passed on the gift to the Ministry of Pensions, by whom it will be administered. Mr. John Leigh not only provides this hospital, but has undertaken the expense of equipping it with special medical and nursing staffs, and the entire maintenance of every department for a period of five years—a truly munificent gift. Mr. Leigh is a member of the great cotton firm of John Leigh, Ltd., of Oldham. In April last he gave the British Red Cross a beautiful hospital in Altrincham for a hundred wounded officers.

consistently presented as engaging and refreshing, if reckless, beings. They are endowed each of them with their author's high spirits, they are shown prepared, as he is, to

Representative Workers (Harrap), which supplies these and many more like figures, can do little else than expose the fringe of this new industrial mantle which



# Bell's THREE NUNS TOBACCO

Food is a necessity, but so is "Three Nuns"—a *luxurious* necessity... its fragrance never ceases to charm, its sweet, cool comfort never fails to console...

A Testing Sample will be forwarded on application to Stephen Mitchell & Son, Branch of the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd., Glasgow.

"King's Head" is similar but stronger.

BOTH ARE OBTAINABLE EVERYWHERE.

"THREE NUNS" CIGARETTES  
MEDIUM.

In packets of 10, or cardboard boxes of 50.

No. 554